

STARTER REDUCTION GEARS

Removal/Installation

Refer to **Figure 121** for this procedure.

1. Remove the bolts securing the starter reduction gear cover (**Figure 122**). Remove the cover and gasket. Don't lose the locating dowels. It is not necessary to remove the locating dowels if they are secure.

2. Slide off reduction gear "A/B" (A, **Figure 123**) from the reduction gear A/B shaft.

3. Remove reduction gear "C" thrust washer (B, **Figure 123**).

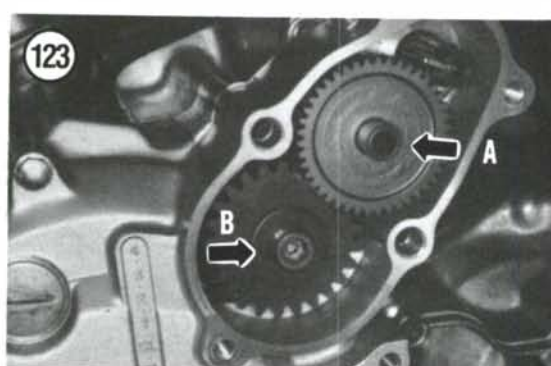
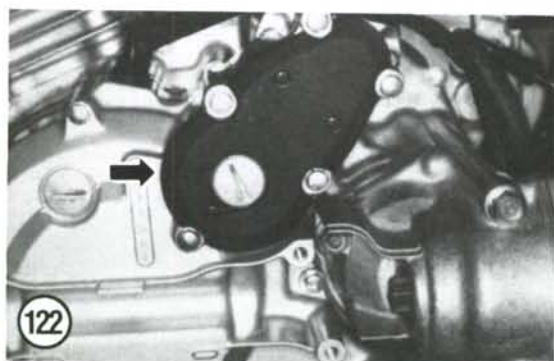
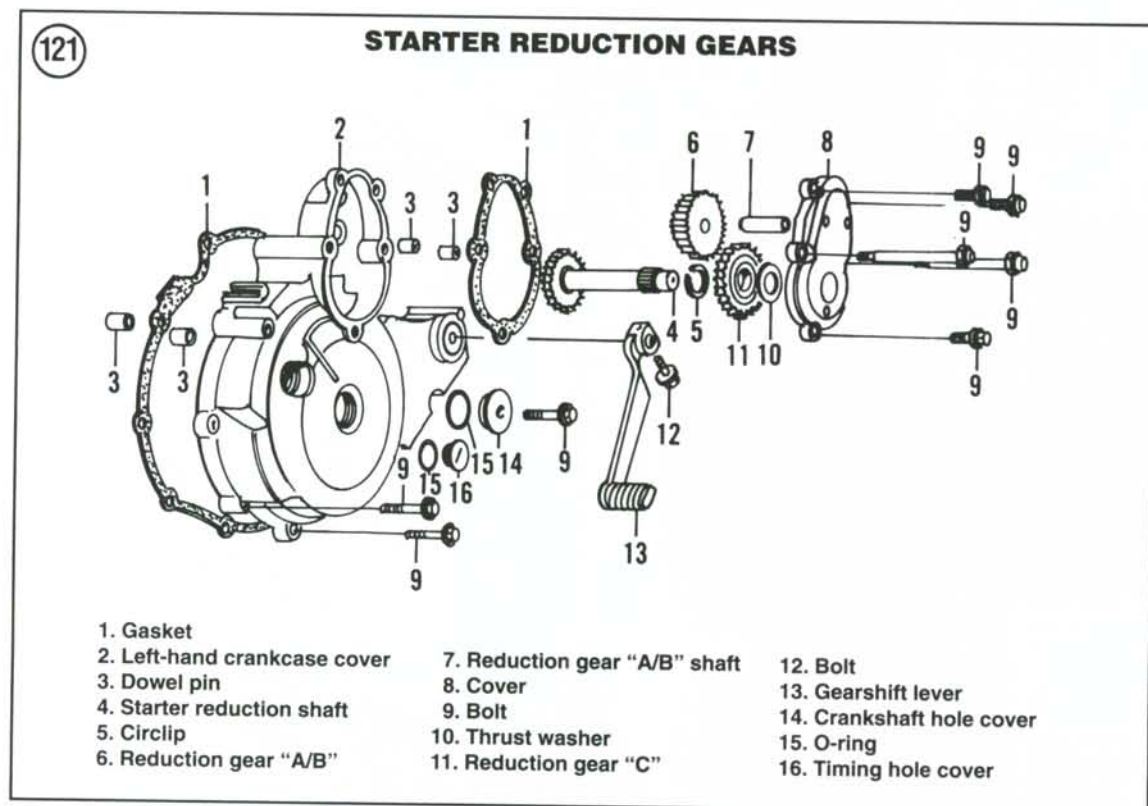
4. Slide off reduction gear "C" (**Figure 124**).

5. Withdraw the reduction gear A/B shaft (A, **Figure 125**) and the starter reduction gear shaft (B, **Figure 125**).

6. Remove the right-hand crankcase cover as described in this chapter.

7. Install by reversing these removal steps while noting the following:

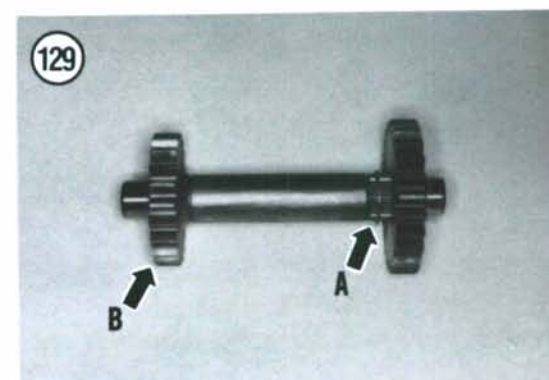
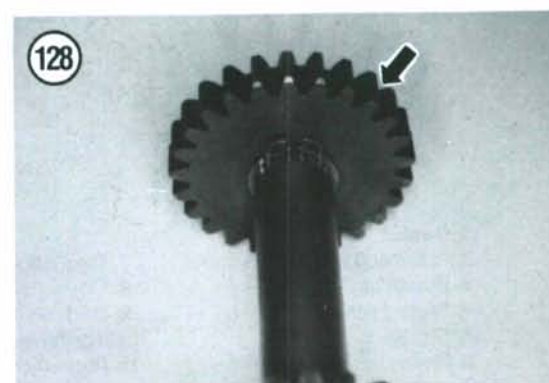
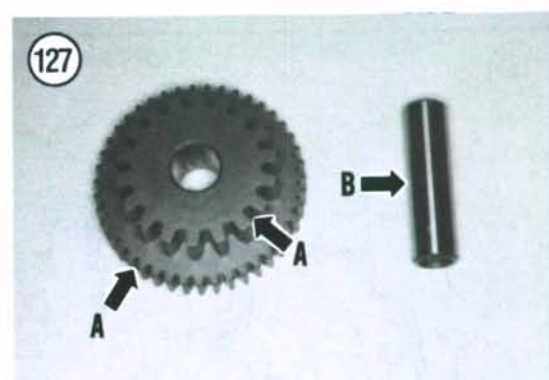
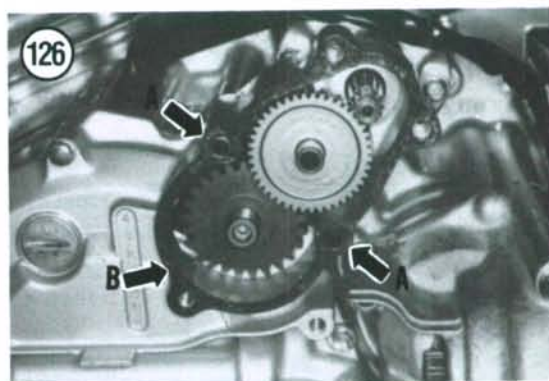
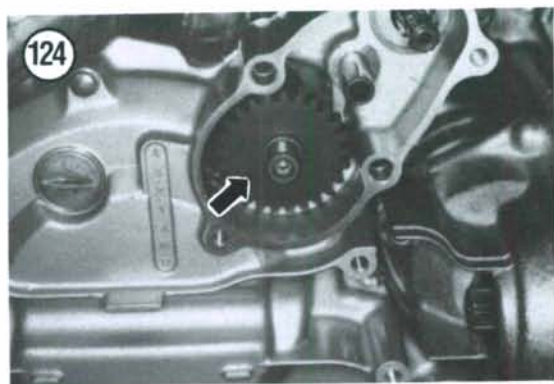
4



- a. If removed, install the locating dowels (A, **Figure 126**) and a new gasket (B, **Figure 126**).
- b. Tighten the cover bolts securely.

Inspection

1. Inspect for chipped or missing teeth on the starter reduction gears "A/B" (A, **Figure 127**). Replace the gear assembly if necessary.
2. Inspect the starter reduction gear "A/B" shaft (B, **Figure 127**) for wear or damage. Replace if necessary.
3. Inspect for chipped or missing teeth on the starter reduction gear "C" (**Figure 128**). Replace the gear if necessary.
4. Inspect the splines (A, **Figure 129**) on the starter reduction shaft for wear or damage, replace the shaft if necessary.
5. Inspect for chipped or missing teeth on the starter reduction shaft gear (B, **Figure 129**). The gear is an integral part of the shaft and if damaged, the shaft must be replaced.
6. Inspect the bearing (A, **Figure 130**) in the gear cover. It must rotate smoothly with no binding; replace if necessary.



7. Inspect the area (B, **Figure 130**) in the gear cover where the starter reduction gear shaft rides for wear or galling. Replace the cover if any damage is evident.

ALTERNATOR, PULSE GENERATOR AND STARTER CLUTCH

The starter clutch is mounted on the backside of the alternator rotor and the ignition pulse generator is tied-in with the alternator rotor assembly.

Removal

Refer to **Figure 131** for this procedure.

- 1. Place the vehicle on level ground and set the parking brake.
- 2. Disconnect the alternator and pulse generator electrical connectors (**Figure 132**).

- 3. Remove the left-hand crankcase cover as described in this chapter.
- 4. Remove the bolt (**Figure 133**) securing the alternator rotor to the crankshaft.

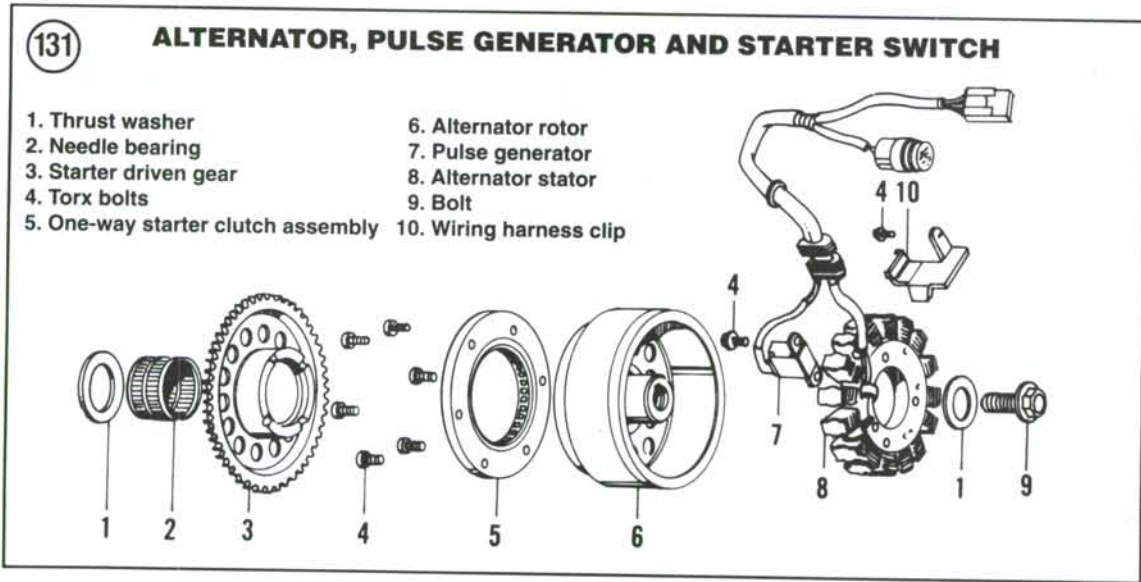
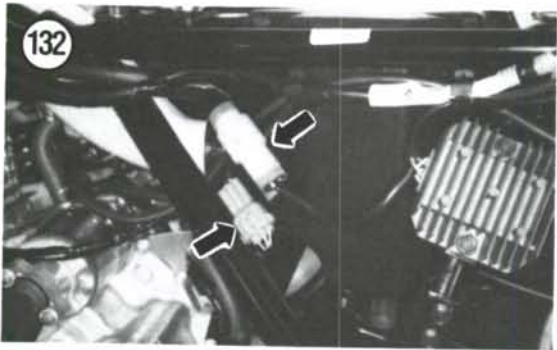
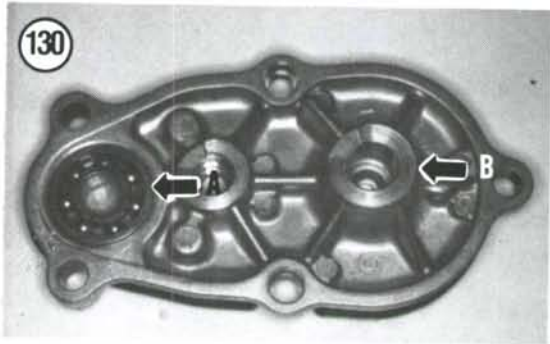
NOTE

If necessary, use a strap wrench to keep the rotor from turning while removing the bolt.

- 5. Screw a flywheel puller into the alternator rotor until it stops. Use the Honda flywheel puller (part No. 07733-0020001 or 07933-3950000) (**Figure 134**), a K & N puller (part No. 82-0120) (**Figure 135**), or equivalent.

CAUTION

Don't try to remove the rotor without a puller; any attempt to do so will ultimately lead to some form of damage to the engine and/or the rotor. Many after-



Copyright of Honda TRX300/FOURTRAX 300 & TRX300FW/FOURTRAX 300 4x4, 1988-2000 is the property of Penton Media, Inc. ("Clymer") and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.